

SNOW SCENES DURING THE BLIZZARD THAT SWEEPED OVER NEW YORK, AND MOUNTED POLICE PREPARING FOR DUTY IN FRONT OF CITY HALL



From one to five hours late getting into the various terminals in this city and Jersey City, and business men were all late getting to work.

The storm was attended by more suffering than any snow-storm of recent years. Men were tumbled over on the ice or in the wind during the night, and the snow piled up on them until they were rescued. Several deaths were reported.

Early to-day an old man, heavily clad, fell from exhaustion at Grand street and Metropolitan avenue, Williamsburg. He was seen by Policemen Mehan, who got to him as quickly as he could and dragged him to a nearby drug store. There an effort to rouse the man was made, but it was unsuccessful. An ambulance was summoned from the Eastern District Hospital, but the man was dead before it arrived. He was about sixty-five years old, had gray hair and mustache, wore two suits of heavy woolen underwear, rubber boots and a heavy ulster. Nothing to fix his identity was found in his clothing.

DEAD IN BOWERY HALLWAY.

A Bowery character known as "Overcoat" was found dead to-day in a hallway at No. 365 Bowery. The cause of his death was given by an ambulance surgeon as exposure. Persons in the neighborhood say that a few minutes before "Overcoat" was found dead he was thrown out of a saloon at No. 245 Bowery, known as the Alligator. Theodore Grava, proprietor of the saloon, admits that "Overcoat" was in the place fifteen minutes before he was found dead, but denies that he was thrown out.

"Overcoat" got his name from his habit of wearing all the clothes he owned at once. In winter he had on from two to five overcoats and other garments in proportion. Even in summer it was his custom to wear from two to four suits of clothes.

He appeared on the Bowery about six years ago. No one ever knew his real name, but it was rumored that it was Mohr. Apparently he was a man of education. His language was correct and he was well informed. For a time five years ago he worked as cashier in the Alligator saloon, but of late years he was a wanderer. The body was sent to the Morgue.

An unidentified man dropped dead in a snow bank at Sixth avenue and Forty-fifth street. He was evidently a laboring man, for a shovel and pick were lying in the snow near by. No one saw the man fall, but George Steinbock, of No. 205 North Sixth street, Brooklyn, saw him in the snow and dragged the body to the sidewalk.

The police believe the man was going out to seek employment shoveling snow, and that he fell from exhaustion and died immediately.

On a card in the man's pocket was the following: "George Wilson, Secretary Board of Arbitration, No. 22 Nassau street."

The man was about thirty years of age, wore a full gray beard, had gray eyes, wore gray corduroy cap, tan overcoat, black lace shoes, an outing shirt and gray striped trousers. The body was sent to the Morgue.

James Finch, a guard on the Fulton street elevated railroad, was taken from his train at the East New York station to-day half frozen to death. An ambulance surgeon worked over him, but the man died. He had been on duty all night. He was fifty-four years old and lived at No. 2137 Fulton street.

David Searing, sixty-nine years old, of No. 355 South Second street, Williamsburg, was taken ill on his way to work at Grand and Keap streets and died before a physician could be summoned. He had been battling through the streets against a heavy wind and drifts of snow, and death was due to exhaustion.

CAR LINES DEMORALIZED.

What New Yorkers suffered most from during the early hours of the day was the complete demoralization of the street car service. At no time were either the surface lines or the elevated roads completely tied up. The cars and trains struggled along as best they could, but the disarrangement of all schedules and the necessity for train after train passing stations without stopping kept thousands of people stalled on street corners and station platforms.

Ninth avenue elevated trains ran on twenty minutes headway for several hours and they were so crowded that it was unsafe for them to make any stops at stations below those in Harlem. The same conditions prevailed on the other roads.

The effect of this demoralization would have been very much worse had it not been for the fact that the subway was in good working order. The subway, however, didn't entirely escape the effect of the storm. At the Forty-second street station the snow drifted down to the first landing, where the ticket office is located, and filled up fully five feet high in front of the window. It was almost impossible to get tickets for several hours. Then a couple of porters came along and shoveled a track through the drift.

THOUSANDS WALK DOWN TOWN.

One effect of the tie-up of traffic was that thousands of people walked downtown. Along First, Second and Third avenues there was a constant stream of people walking along the car tracks, which had been swept clean by the ploughs.

Those who are accustomed to come downtown on the Madison and Lexington avenue lines had the toughest kind of a time to-day. These two roads were in worse shape than any in the borough, and those who use them had to go east or west for means of getting downtown.

On the other lines running through the shopping district there were intervals of from fifteen to twenty minutes between cars. On the Broadway line the average headway during the rush hours was twenty minutes, and on the Sixth avenue line fifteen minutes. On Third avenue cars ran infrequently, and the service on upper Amsterdam avenue was almost entirely abandoned.

General Manager Oren Root, Jr., of the Interurban Street Railway Company, said that from the standpoint of the street railway folks the storm was easily the worst that the city has had in ten years.

"We might have fought the snow and been all right," said Mr. Root to-day, "but we had the sleet and ice which preceded it to contend with, and that is what put us out of business. The sleet went through the slots and coated everything. There were times when it was almost impossible to transmit power. Under the circumstances we felt that we did pretty well. Since early morning the service has been getting better, and late this afternoon we will be right on schedule."

MAN IN A SNOWDRIFT

KILLED AT CROSSING.

Traffic over the bridge was very slow during the morning, but big gangs of men were put at work and tracks and roadways were soon cleared. The Brooklyn surface cars and elevated trains ran on the terminals without regard to schedule, those from the outlying districts being even more demoralized than those in Manhattan.

The Long Island Railroad had about

fell exhausted in a drift by the track and that when the drift fell he fell with it.

Drifts 15 Feet High.

About half an hour after the Hempstead train got in a train from White Plains arrived. Later other trains were reported, but they were all very late. The tales the Long Islanders had to tell of the storm quite eclipsed anything that New Yorkers had heard. They described drifts ten and fifteen feet high, and they looked very much as if they had been through something of the kind. Departing trains were also behind time. For a while no trains were sent out at all, because it was useless. When the road did sell tickets it was with the refusal to guarantee when they would get purchasers to their destinations.

At the Grand Central Depot trains were all away behind time. Locals on the New Haven, the Central and the Harlem roads came in from one to three hours late, while through trains were hopelessly behind. The worst trouble for the through trains was at Albany, where over a foot of snow fell, while west of Syracuse there was scarcely any snow-fall at all. At the Jersey terminals

the Pennsylvania, the Erie, the Central, the West Shore and the Lackawanna everything was also demoralized.

Vessels Stalled in Harbor.

Conditions in the harbor were worse than they have been in years. Not a vessel had had the nerve to try and pass either Hell Gate or in at the Narrows. There is no special anxiety over the Sound steamers, as they never take chances in heavy storms. The Pilgrim of the Fall River line, which was due at 7 o'clock, has not been heard of yet, still neither has any of the other Sound boats been started.

A report was received from New Haven early to-day that a fleet of Sound steamers was anchored off there. A number of Sound steamers that were out to sail from here to-day from midnight on were kept in the docks, it being regarded as unwise to risk sending them out. Twelve ocean steamers are scheduled to sail from here to-day, but they will probably be delayed.

Two men are believed to have been drowned early to-day by the overturning of a railroad flat at the foot of Forty-second street, Brooklyn. The flat was overturned in the wind and the ten cars on it sank to the bottom. Two of the men were killed and the other two were injured. The Cundaer Jernia had a fierce time down the bay, dragging her anchors during the early morning in the heavy wind.

MANY RESCUES FROM DEATH IN COLD AND SNOW

Detective Seret Ryan, of the Madison street station, found a man lying unconscious in front of No. 215 Madison street, a few doors from the station, early to-day, and carried him inside. When he was thawed out he said he was Michael McKenny, thirty-three years old, of No. 41 Bowery. Dr. Leonard took him to Gouverneur Hospital.

Half an hour later Policeman Wertheimer, of the same station, found a man lying in front of St. Teresa's Church, at Rutgers and Henry streets, a few feet from District Attorney Jerome's house. He was taken to Gouverneur Hospital where he revived and said he was Daniel J. Brennan, forty-four years old, a steward on the steamship Standard.

Frank Thompson, a clerk in the Hotel Minot at One Hundred and Twenty-sixth street and Eighth avenue, was found lying unconscious in the snow in front of Engine-House No. 82, at No. 130 West One Hundred and Thirty-seventh street. The fireman called Dr. Brown from J. Hood Wright Hospital, but instead of taking the man to the hospital the surgeon carried him to the West One Hundred and Twenty-fifth street station, where he was locked up, charged with intoxication.

Restaurant Out of Business.

The wind tearing down Fourth avenue this morning blew in a large plate-glass window in front of the restaurant of Mrs. Mary R. York at No. 29 Fourth avenue. The blast of snow and freezing wind that followed drove the patrons to seek other shelter and put the restaurant temporarily out of business.

While waiting for a train at One Hundred and Forty-ninth street and Third avenue in the "L" station a young woman about eighteen, who had been noticed standing in the crowd for about thirty minutes, was found dead from cold and exposure. She was carried into the station proper by some men, and after reviving went home.

Dennis Armist, of No. 31 Allen street, Manhattan, was fined \$10 to-day in the Police Court. He was charged with turning in a fire alarm to rescue a drunken man quietly sleeping in a snow bank on the roof of the Hudson avenue near Hudson avenue. Armist told the Magistrate that he looked around for a policeman for ten minutes when he saw one face to face with him. This he thought had something to do with the police so he broke open the glass and rang the bell. Acting Chief Fitzgerald and his entire battalion answered the call. The firemen handed over the cause of all the trouble to the police.

Burned by Third Rail Flash.

Charles Peterson and Michael J. Kelly, platform men at the City Hall station of the subway, and Angelo Russo, a passenger, who was waiting for a train, were all badly burned by a flash from the third-rail early to-day. A fuse blew out because of the icy condition of the third-rail and the flames sprang up on the platform. The men were taken to the Hudson Street Hospital.

John Mulligan, of No. 209 East One Hundred and Twenty-third street, slipped on the ice at the bridge entrance early to-day and broke his left leg.

William Marriett, fifty years old, of No. 27 Cooper street, Brooklyn, slipped and fell on the elevated road platform at South Ferry, breaking his right leg. He was taken to the Hudson Street Hospital.

Joseph Reiff, of No. 339 Fox Evok street, Williamsburg, was found in a pile of snow in front of No. 309 Willoughby avenue, both of his feet having been frozen. He was taken to the Rushwick Central Hospital in an ambulance.

A mail wagon broke down at Park Row and Baxter street and was stuck for five hours. Two policemen were detailed from the Elizabeth street station to guard it.

John Milligan, a stableman, aged forty-four, of No. 30 East One Hundred and Twenty-third street, Brooklyn, was run over by the strong wind at the Park Row entrance to the Brooklyn Bridge. He was taken to the Hudson Street Hospital.

The German Hospital was notified and an ambulance was sent, but on the way it broke down. When the doctor arrived he had walked twelve blocks. The woman was in a serious condition. She was taken to St. Catherine's Hospital, where it is said she may not recover.

Girl Found Unconscious.

A young and pretty girl, exceedingly well dressed, on whom was found a diamond ring, was found unconscious in a snow bank on the roof of the Hudson avenue near Hudson avenue. She was taken to the Hudson Street Hospital.

Harlemites Stampede FOR SUBWAY TRAINS

"The subway" is the game for mine "was the cry in Harlem. All the surface car lines were blocked and put out of commission. There was not a car running on any line in Harlem with anything like regularity. The Second, Third, Lenox, Madison, Lexington, Amsterdam, Eighth avenue cars and the cross-town lines on One Hundred and Twenty-third, One Hundred and Twenty-fifth and One Hundred and Tenth streets lay inert.

Only one car went down Lenox avenue from 7:30 to 8 A. M. The next followed three-quarters of an hour after. Then came a train of street cars with

a big rotary sweeper in the middle, which was applied on all the cars. These conditions prevailed since 4:30 in the morning.

The checking of the services sent the Harlemites over to the subway. Crossing from east to west were hundreds who took advantage of the men for the express wagon. Charging ten cents a head to take people from the congested portions of the east to the west side, he reaped a quick accretion of wealth.

The congestion continued for hours. When a car did come along it was sure to be packed by a suffering crowd which might just as well have walked except for the protection afforded by the roof and sides of the car. What they gained in physical comfort they lost in mental misery.

TRAVEL IN BROOKLYN AT STANDSTILL FOR HOURS

With drifts of snow ranging from three to five feet deep in the centre of the streets in Brooklyn, surface travel was entirely suspended for several hours before and after dawn to-day. There were feeble attempts made to keep some of the lines open to traffic, but they were futile, and in a score or more of instances about dawn cars were stalled in snowdrifts in the central part of the city.

The report of the Brooklyn Rapid Transit Company showed that the Richmond Hill, the Ridgewood, the Sea Beach and the Fifth avenue lines to Coney Island had been compelled to stop running while a way was made for them through the snow. The Douglas street line was also tied up tight, and the trains to Brighton Beach ran occasionally and with such difficulty that it required hours to make a trip from one end of the line to the other.

The condition of the Coney Island and Brooklyn roads was equally bad. The Jamaica avenue, Broadway, Bergen street and all the other lines under control of this company were stalled for hours, and only after the rush hour did they make an attempt to start. When they did they came to many stops and were constantly blocked.

The greatest apprehension felt in Brooklyn was due to the failure of food

supply trains and milk trains to arrive to-day as usual. It was said at the offices of J. S. Stevens, the wholesale milk dealer, of No. 338 Adams street, that only 5 per cent of the milk that comes to them daily had arrived up to 8 o'clock, and because of the famine that they had been forced to cut down the supply to all their regular customers. This milk was brought by boat to them.

In attempting to deliver the milk there was more delay and in many homes there will be no milk to-day.

Brooklyn Travel at Standstill.

At the offices of the Hildebrand Baking Company, at No. 365 Carroll street, which concern furnishes bread to from 60,000 to 80,000 persons daily, it was said to-day that the greatest difficulty was being had in making deliveries. The wagons started out at the usual time, 2 A. M., and the horses slid about the ice-coated streets, many of them falling. By 8 o'clock there began to come reports from the drivers, who said that the horses were exhausted. The drivers were told to put the animals into the nearest stables, and if other horses could not be had to stop delivering until later.

At the offices of the Morris Nelson Company, it was said that 500 live hogs due to-day had been stalled in the snow somewhere on the railroad. This concern said that it had a supply of fresh meat that would last for four days.

At the offices of Wells & Hudson, vegetable dealers, it was learned that several cars of vegetables were stalled in the snow near Jamaica, and that the vegetables were in danger of being frozen and ruined. To save the vegetables, men were sent to the cars and fires were started.

175 GUESTS MAROONED IN STATEN ISLAND HOME

Mrs. William Bernard, wife of a silk manufacturer, who lives in a beautiful home in Richmond Valley overlooking the Staten Island Sound, has had her spirit of hospitality taxed by the storm.

Marooned in the big, hospitable halls of the Bernard home are 175 guests who braved the discomforts of the storm in its inception. Now they are held as in a vice, and until the weather clears or the elements subside they will continue to remain the guests of Mrs. Bernard. Sleighs and wagons and carriages have been telephoned for to every possible source for the accommodation of the guests.

The party was in honor of Mr. and Mrs. William Maxwell, the daughter and son-in-law of Mrs. Bernard. Mr.

10,000 MEN PUT TO WORK ON STREETS.

Ten thousand men will be employed by the Street-Cleaning Department to-day if they can be secured, and will begin at once to clear the streets of snow. Because of the severe weather and the slippery streets, a sufficient number of teams cannot be secured. If it were possible, it was said at the office of the snow superintendent to-day, work could be given to 10,000 teams, but only about 1,000 can be had at any price.

Until the snowfall is spent there will be little attempt to free the streets of snow. Only the crossings at the principal streets will be attacked. The cleaners will also endeavor to get the drifts of snow from the centre of the streets and will shovel it against the sidewalks, but only where the banks of snow are so high that the streets and sidewalks are interfered with will it be hauled to the river.

By noon it was said by Superintendent of Snow M. D. Bouton that 3,000 men would be working below Chambers street in the financial district of the city. Seven thousand others will be divided into squads and will be assigned to the principal avenues and the principal cross-town shopping streets.

According to Mr. Bouton if the snow-fall is discontinued the financial district and Broadway up to Fourteenth street will be clean by to-morrow. Unseen of men will be kept working all through the night and no man who applies for work will be refused.

It is not believed that we can get more than 10,000 men, said the Superintendent, but if twice that number come they will get work.

NEW ENGLAND BADLY HIT BY THE STORM.

BOSTON, Jan. 4.—The snowstorm which began yesterday afternoon developed into a blizzard during the night. About six inches of snow had fallen in the city early to-day and it was still snowing hard. In the suburbs, where from eight to ten inches remained on the ground, the snow was piled into good sized drifts by the severe north-easterly gale.

Traffic was considerably demoralized, both on the railroads and electric car lines, although the latter were kept open by running ploughs at intervals all through the night.

Suburban trains were from fifteen minutes to half an hour late, and long-distance trains were still more delayed. The greatest trouble early in the day was in the great yards of the two union stations, where the switches were buried deep in snow and covered with

ice from the sleet which fell early in the night. As the snow was light and dry, telephone and telegraph wires were not greatly hampered by the storm.

The storm is general throughout New England and conditions are bad everywhere.

HOUSE IN COURSE OF ERECTION DESTROYED.

A three-story frame house in course of construction at One Hundred and Eighty-second street and Crotona avenue, Bronx Borough, was blown down and smashed to kindling wood during the storm last night. There was no one in the building at the time of the accident.

The house was about three-quarters completed, lacking only interior partitions and windows. It was owned by Frank Perle, a contractor and builder, of One Hundred and Seventy-eighth street and Crotona avenue.

Perle and his workmen braced the structure yesterday afternoon in anticipation of a hard blow during the night and did what they could in the way of fixing temporary windows. These were blown out when the gale reached its height, and the house was literally torn to pieces. Perle estimates his loss at \$1,500.

BIG SNOWFALL SPOILS SKATING IN THE PARK.

Clearing Away Drifts on Lakes Will Not Be Done Until To-morrow Afternoon.

As a happy side to the discomforts and accidents coming in the train of the blizzard, every one expected there would be excellent skating in the parks to-day. But the skaters' hopes have been rudely dashed, and those who braved the biting blasts and struggled through snow-drifts to enjoy a glide on the ice found that the lakes at Central Park were buried under a blanket of white. The clearing away of these drifts will not be done to-day, as all of the available park employees were busy to-day shoveling the snow from the paths and roadways.

The lakes probably will be swept and ready for the skaters by to-morrow afternoon.

South African Pennies. Pennies are soon to be introduced into South Africa. Heretofore the "utika" has been the smallest coin, and it is worth about six cents. The penny will be of copper and worth two cents.

WITH HER TWINS REELED IN STORM

Mother and Two Three-Months-Old Girl Babies Found in Pitiful State by Harlem Policeman and Arrested.

Mrs. Mary McNamara, twin girls, babies of three months, in her arms, stood in Harlem Police Court to-day, charged with being an habitual drunkard. For more than a week she has been missing from her home, No. 173 Morningside avenue, and during that time, if her own story can be credited, she and her two babies have been sleeping in the parks and in doorways, the mother drinking constantly and the babies in hunger.

This woman and her babies were seen in Eighth avenue and One Hundred and Twenty-third street last night. The woman was staggering.

Fell Several Times.

Policeman William Irwin arrested her, took the babies and, carrying them in one arm, tried to lead the woman to the station-house. Several times she fell, almost dragging the officer and the children with her.

Seeing the policeman's plight Martin Fullady, a hackman, went to his assistance.

"I ain't got any job just at present," said Fullady. "You and the lady and the kids had better take a ride to the station-house."

He drove them to the One Hundred and Twenty-fifth Street Police Station, where Sergt. Wolf recognized the woman.

Trying to Save Lives.

She was taken back to a cell and the big policemen wrapped cloaks about the little ones, nursing them and thawing them back to life by the stove.

Meantime Cabman Fullady volunteered to drive Policeman Irwin to fetch the woman's sister, Mrs. Louise Swords of No. 173 Morningside avenue. When the sister arrived she wept and hugged the twin babies. She said that all efforts to reform her sister had failed.

An ambulance surgeon from J. Hood Wright Hospital said the babies had been practically starved and it was doubtful if they would recover. They were given in charge of Mrs. Swords.

The good Samaritan cabby, Fullady, took them to the woman's home.

In the pockets of the mother was found \$1.65 in dimes and nickels. It is said that she begged money in saloons.

TATTOOED MAN FROZEN TO DEATH IN NEWARK

The body of a man who had evidently been frozen to death was found under the stoop of a house at No. 313 South Eleventh street, Newark, to-day.

The house is one of a row that is being built, and the body was discovered by a workman. The dead man wore only trousers, an outing shirt, an undershirt and shoes. He was about twenty-seven years old, and 5 feet 6 inches in height.

He had been a sailor, the letters "U. S. N." were tattooed on his right arm, and an anchor and a dagger on his left arm. An eagle and a flag were tattooed on his breast. The body was taken to Holle's morgue.

CONFESSES TO POISONING HUSBAND, POLICE SAY.

Woman Arrested Quoted as Saying It Took Two Weeks to Kill the Victim.

MASON, Mich., Jan. 4.—Mrs. Carrie Joslyn, the young wife of William Joslyn, who died Christmas day at his home in Wheatfield township under circumstances that were considered suspicious, was brought to the jail here to-day, charged with murdering her husband, and according to the officers confessed that she poisoned him with arsenic.

Mrs. Joslyn in her confession, the officers say, stated that she was in love with her husband, but he was unable to leave his bed. It took two weeks to kill her husband, the woman said.

Mrs. Joslyn said that she purchased the arsenic and she administered it to her husband.

The first she gave him was a small dose in his coffee. She continued to poison him at frequent intervals, giving him doses of arsenic in lemonade after he became so sick that he was unable to leave his bed. It took two weeks to kill her husband, the woman said.

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HAS A FIT EVERY TIME IT SNOWS VERY HARD.

Another variety of human ailment developed with the blizzard. It is designated by the "snow fit" and is called by its proprietor, Daniel E. Ryan, of Bay Ridge, who, so far as scientific jurisprudence records, is the only and exclusive owner of the new malady.

Ryan was struggling through the drifts in Fifty-third street, South Brooklyn, to-day, making a strenuous effort to reach the Fifth avenue elevated station, when he fell in a spasm and disappeared in a blizzard of snow. Several men realized Ryan's plight and rescued him from his temporary grave. He was in the throes of a "snow fit" when he fell into the elevated station waiting room. The men rubbed his wrists, administered "first aid" to the injured heroically, and then Ryan sat up, blinked and smiled.

"What was the matter with you, anyway?" was asked by one of his rescuers.

"Oh, I just had a snow fit; that's all," said Ryan. "I got a snow fit every time the snow flies, but I am all right now and won't be attacked again until the next snowfall."

FELL DEAD AFTER JOURNEY IN STORM.

SPRINGFIELD, Mass., Jan. 4.—Herbert E. Lindsey, employed as storekeeper in the United States Army, fell dead in the shop this morning, his efforts to struggle through the storm on his way to work having brought on an attack of heart failure. He had been a sufferer with heart disease for several years, and his exertions in fighting his way through the storm and fatigues on reaching the army, but soon revived.

CASSATT EXPECTED TO ENTER NEW HAVEN BOARD.

Friends Say That, Having a Large Interest in Road, His Election Is a Logical Conclusion.

PHILADELPHIA, Jan. 4.—While official confirmation cannot be obtained of the rumor that A. J. Cassatt, President of the Pennsylvania Railroad, will enter the Board of Directors of the New York, New Haven and Hartford Railroad Company, it is believed in railroad circles here that the story is correct.